# Questions and Answers

## Reliable, Equitable, and Accessible Charging for Multi-family Housing 2.0 (REACH 2.0)

## GFO-22-614

## July 10, 2023

The following answers are based on California Energy Commission (CEC) staff’s interpretation of the questions received. It is the Applicant’s responsibility to review the purpose of the solicitation and to determine whether their proposed project is eligible for funding by reviewing the Eligibility Requirements within the solicitation. The CEC cannot give advice as to whether a particular project is eligible for funding, because not all proposal details are known.

***Project Eligibility***

**Q1. If an applicant applied for last year's REACH program, are they eligible to apply for this year's?**

A1. Yes. Please note that funds from REACH 2.0 cannot be stacked with other CEC funds. As clarified in the addended Solicitation Manual, Section II.B.1., “Eligible Projects,” “a project that receives incentive funding from another CEC grant funding opportunity (GFO) or block grant incentive project is not eligible for this GFO” (page 10, Solicitation Manual).

**Q2. Can a third party or an authorized agent apply on behalf of an applicant? If so, who is the entity that will be receiving the invoices and incentives? Do third parties or authorized agents need to be invoiced for all charges? Or can we provide invoices to the property owner and still receive the funds as an authorized agent. Can a community organization partner with a private company?**

A2. Any person applying on behalf of an organization must have the authority to represent that organization, including providing the required authorizations and certifications stated in the Solicitation Manual, Energy Commission Agreement Management System (ECAMS), and other required application materials as stated in Section III. “Application Format, Required Documents, and Delivery” of the Solicitation Manual (pages 24-37). As clarified in the addended Solicitation Manual, “the entity applying to the Solicitation (the Applicant) will become the Recipient, if awarded” (Section II.A.1., “Eligibility,” page 8).

Multiple organizations, companies, etc. may work together to form a project team and submit an application. Community Organizations and private companies are eligible to apply (See Section II.A.1. on page 8 of the Solicitation Manual for more information).

If the Recipient is providing match funds, the funds must be documented to meet the requirements of the solicitation detailed in Section II.C., “Match Funding Requirements” (pages 18–21, Solicitation Manual).

The Recipient will submit invoices to the CEC and receive reimbursement for eligible costs. The Recipient is also responsible for managing relationships with subrecipients, vendors, or project partners. See the ECAMS Resources webpage: <https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources>.

***Eligible Costs & Reimbursement***

**Q3. Is this grant stackable with (1) any other CEC grants such as CALeVIP; and (2) with local incentives such as those from air districts, local governments, and utility rebate programs like LADWP's Charge Up! LA? Also, I'm not used to "cost caps" with rebates and/or grants. We are allowed a $25k cost per Level 2 EV charger?**

A3. As clarified in the addended Solicitation Manual, “a project that receives incentive funding from another CEC grant funding opportunity (GFO) or block grant incentive project is not eligible for this GFO” (Section II.B.1, “Eligible Projects”).

Local incentives may be used for match funding, subject to Section II.C., “Match Funding Requirements” (page 18, Solicitation Manual). As clarified in the addended Solicitation Manual, “in no case may the total of CEC grant funds and any applicable incentives exceed the total project costs” (Section I.G., “Minimum and Maximum Award Amounts” page 4).

As clarified in the addended Solicitation Manual, “Level 1 Chargers: Projects may average no more than $6,250 in CEC funds per Level 1 charging port installed. This cost cap includes all CEC funded costs associated with installing a charging station.

“Level 2 Chargers: Projects may average no more than $12,500 in CEC funds per charging port installed. This cost cap includes all CEC funded costs associated with installing a charging station.”

**Q4. How do Recipients get paid for project work? When does the CEC reimburse the applicant for eligible costs associated with installing EVSE at multi-family residential properties?**

A4. GFO-22-614 is a competitive grant funding opportunity that uses a reimbursement model. Once an award is issued for a successful application, the Recipient will work the CEC staff to develop an agreement. Once an agreement is approved at a CEC business meeting and signed by both the grant recipient and the CEC, the agreement will be fully executed, and the Recipient may begin work on the project according to the executed agreement. The Recipient is responsible for following CEC procedures for submitting invoices and will be reimbursed for eligible expenses in arrears. See Section 17., “Payment of Funds” (page 12, Terms & Conditions) and the ECAMS Resources webpage found here: <https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources>.

Non-match expenditures incurred prior to the agreement execution are not reimbursable from CEC funds.

**Q5. Can you confirm whether the following are eligible costs that can be claimed as reimbursement and/or match?**

* **All utility interconnection costs related to the project.**
* **Shipping costs for EVSE**
* **Sales/use tax for EVSE**
* **Signage**
* **Site prep, civil construction and remediation costs directly related to the project (e.g., trenching, paving, striping, landscape remediation, etc.)**
* **EVSE software network subscriptions**
* **Warranty for full six-year O&M period (if costs are incurred during the grant term)**
* **Project management labor and fringe**
* **Indirect/overhead**

A5.Yes, the above are eligible costs. Refer to Section II.B.12., “Eligible Project Costs” (pages 17–18, Solicitation Manual) Section II.C., “Match Funding Requirements” (Pages 19-22, Solicitation Manual), and Section II.D., “Unallowable Costs” (page 22, Solicitation Manual).

**Q6. Under Section B. Project Requirements, number 9, Operation, Maintenance, and Uptime, it states that chargers must be maintained for a minimum of 6 years after installation. However, under number 12, Eligible Project Costs, it is noted that “Equipment warranties for during the term of the agreement” are eligible for CEC reimbursement or as the Applicant’s match share. Since the term of the agreement does not cover the full Operations & Maintenance period, can you clarify the timeframe during which equipment warranties would be eligible for CEC reimbursement or as the Applicant’s match share?**

A6. As clarified in the addended Solicitation Manual, “equipment warranties for up to six years following the beginning of operation” are an eligible project cost (Section II.B.12., “Eligible Project Costs,” page 17).

These costs are expected to be incurred within the agreement term and are eligible for reimbursement within the agreement terms and conditions. See the ECAMS Frequently Asked Question, “*Are warranties reimbursable expenses*?” under the “Materials and Miscellaneous” Section (<https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/ecams-frequently-asked-questions>) for more information.

**Q7. Would fees paid towards partners to help with site acquisition be eligible for CEC reimbursement?**

A7. If the fees are eligible costs (see Solicitation Manual Section II.B.12, “Eligible Project Costs,” page 17 and Section II.D., “Unallowable Costs” (page 22, Solicitation Manual) and are incurred after the execution of an agreement, they may be reimbursed with CEC funds.

Please note that “applicants shall NOT budget for, and CANNOT be reimbursed for, more than their actual allowable expenses (i.e., the budget cannot include profit, fees, or markups) under the agreement. Subrecipients (all tiers) are allowed to include up to a maximum total of 10% profit, fees or mark-ups on their own actual allowable expenses less any expenses budgeted to sub-subrecipients (i.e., profit, fees and markups are not allowed on lower tier subrecipient expenses). For example, if a subrecipient has $100,000 in actual allowable costs but has budgeted $20,000 to a sub-subrecipient, then the subrecipient can only include up to 10% profit on $80,000 ($100,000 minus $20,000). See terms and conditions for additional restrictions and requirements” (Section III.D.5.c., “Budget Forms,” page 33, Solicitation Manual).

**Q8. Are we allowed to use load management features for REACH 2.0? Do chargers need to be above 6.2kW at all times? Is CTEP required for our chargers to use in this program?**

A8. Section II.B.12., “Eligible Project Costs” (pages 17–18, Solicitation Manual) states that “demand management equipment” are eligible costs. See the Scope of Work Template (Attachment 1) and Section II.B.5, “Charging Equipment” (pages 13–14, Solicitation Manual) for requirements for networked chargers.

All chargers that will be publicly accessible are subject to the requirements stated in the Solicitation Manual. Section II.B.5., “Charging Equipment” (pages 13–14, Solicitation Manual) states “All public chargers must meet applicable requirements, including those of Senate Bill 454 (Corbett, Chapter 418, Statutes of 2013), the California Air Resources Board Electric Vehicle Supply Equipment (EVSE) Standards, and the California Department of Food and Agriculture Division of Measurement Standards, for public chargers.”

**Q9. The 5th bullet point of B12 (page 17) says “Planning and engineering design costs.” Does this include project management?**

A9. Project Management is an eligible cost. Refer to Section II.C.12, “Eligible Project Costs” (page 17, Solicitation Manual).

**Q10. If outreach work is done to prepare an application, is that work reimbursable? Is outreach to property owners considered separate from “engagement and outreach?” How can the requirement to conduct the outreach before submitting an application be met?**

**Are there criteria for how many tenants need to be ready to adopt EVs to make a building a candidate for this grant?**

A10. As clarified in the addended Solicitation Manual, “Outreach is encouraged prior to submitting an application in order to understand the anticipated number of residential units that either have an EV or plan to obtain an EV with increased access to at-home or near-home charging" (Section II.B.12., “Eligible Project Costs,” page 18, Solicitation Manual).

As stated in Solicitation Manual Section V.B., “Cost of Developing Application,” “The Applicant is responsible for the cost of developing an application, and this cost cannot be charged to the State.”

There is no criterion for “how many tenants need to be ready to adopt EVs to adopt EVs to make a building a candidate” for REACH 2.0 projects. See Section IV.E, “Evaluation Criteria” (pages 42–45, Solicitation Manual) for more information. The cost of any work that is completed before the application is submitted is incurred by the Applicant as the cost of preparing an application.

Section III.D.2.c.2., “Project Readiness” states that applicants should, “Describe the state of project readiness. For example, explain if site availability and control is established for any properties. Describe any preliminary site analysis and design and the level of completion. If specific MFHs are not yet identified, explain the methodology and plan for identifying and selecting the appropriate sites for EV charger installation” (page 28, Solicitation Manual).

**Q11. Page 31 section 5 says “Applicants must budget for permits, insurance, etc. CEC will not reimburse expenditures for permitting or insurance. However, these expenditures can be included as match share expenditure.” If an applicant does not have a match requirement by virtue of building 90% within disadvantaged communities, would they be able to obtain reimbursement for these expenses?**

A11. No. According to Section II.B.12, “Eligible Project Costs” (pages 17–18, Solicitation Manual), these costs are not reimbursable.

**Q12. The Scope of Work Template page 13 says: “requirement to ensure operationality for six years after commissioning shall survive the completion or termination date of this agreement.” It goes on to say, “all CEC-reimbursable expenditures must be incurred within the agreement term.” Does this mean that even a recipient who had no match requirement by virtue of building 90% within disadvantaged communities would still have expenses that could not be reimbursed?**

A12. Regardless of match contributions for a project, Recipients may have project costs that are not reimbursable. See Section II.B.12., “Eligible Project Costs,” Section II.D., “Unallowable Costs (Reimbursable or Match Share)” for more information. “Maintenance, or maintenance agreement,” and, as clarified in the addended Solicitation Manual, “equipment warranties for up to six years following the beginning of operation” are eligible project costs (Section II.B.12., “Eligible Project Costs,” page 17).

**Q13. The third bullet point of B 12 (page 17) says “Renewable distributed energy resources or energy storage equipment/systems” are eligible costs but adds parenthetically “separately metered”. Also, in the introduction it says the goal of the solicitation is to “demonstrate replicable and scalable business and technology models.” Why is there a restriction on how the supplemental generation or storage can be connected if an innovative way can be found that saves time and money interacting with the utility? Do distributed energy systems and solar need to be tied exclusively to EV charging, or can they be tied to the MFH facility as well? If so, is there a certain percentage that needs to be tied to the charging stations?**

A13. Section II.B., “Eligible Project Costs” states, “Renewable distributed energy resources or energy storage equipment/systems capable of providing independent or supplemental power to the EV charging ports (separately metered for electric charging)” are eligible project costs (page 17, Solicitation Manual).

The Clean Transportation Program funds available for this grant funding opportunity have been appropriated by the Legislature and allocated in the Clean Transportation Program Investment Plan for light-duty EV charging and equitable at-home charging. The goal of “renewable distributed energy resources or energy storage equipment/systems” being separately metered is to ensure that the energy storage systems serve the EV chargers being installed (page 17, Solicitation Manual). There is no percentage requirement.

***Project Requirements – General***

**Q14. If one facility has 10 units, whereas another facility has 200 units, is the requirement that these facilities have more than 100 units to be considered? Or could you put 3 in one location that has 10 units, and 10-20 [chargers] in a location that has over 100 units? Is it a minimum of 100 units served? Or is it a minimum of 100 units per location in order to install chargers?**

**If a project meets the minimum charger requirement (100 chargers) to exclusively serve multi-family housing but installs more than 100 chargers, can the chargers in excess of 100 be used for on a non-exclusive basis to the specific multi-family housing units in order to increase asset utilization with mixed use for retail and community events?**

A14. As clarified in the addended Solicitation Manual, projects must meet the following minimum requirements to be eligible for funding.

“A project can be comprised of installations at multiple MFH properties. All properties within a project must be in the same Project Area and all EVSE installed must meet the minimum distance requirement (within ¼ mile of a MFH property being served through the project). Specific MFH properties to be served by charger installations must be identified.

“Projects must consider the number of MFH units that will be served by the EVSE installations at all project properties. Projects must install a minimum of 100 charging ports (can include L1 or L2 chargers).

“For the purposes of this solicitation, serving a MFH residential unit means that at least one resident in the unit can access and use a charger with regular frequency to meet reasonable travel needs. For the purposes of this solicitation, a public or shared-private Level 2 charging port can be assumed to serve up to three MFH residential units **in unassigned parking spaces or up to three assigned parking spaces if the equipment, including the cord, can reach and serve those assigned spaces**.

“Each private or Level 1 charger shall be assumed to serve one unit. The MFH properties of a proposed project may be owned and/or managed by more than one entity” (Section II.B.2., “Project Size,” Solicitation Manual, page 12).

As stated in the addended Scope of Work Template (Attachment 1), “Glossary,” a charging port is defined as “The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time.”

**Q15. Does a university with an extensive number of CEC grants in a wide variety of subject areas during the past 10 years need to submit past performance forms for all, or just those related to EV charging?**

A15. “Applicants must complete and submit a separate Past Performance Reference Form for each CEC agreement (e.g., contract, grant, or loan) received by the Applicant in the last 10 years, including ongoing agreements, and the 5 most recent agreements with other public agencies within the past 10 years” (Section II.D.11. “Past Performance Reference Form(s) (Attachment 8),” page 35, Solicitation Manual).

**Q16. Page 14 section 6 warns that new reporting requirements will apply to chargers installed after January 1, 2024. How long will these reporting requirements persist? Will they extend beyond the life of the agreement?**

A16. Section II.B.6., “Requirements for Charging Equipment Installed After January 1, 2024” (page 14, Solicitation Manual) states, “In addition to the other requirements set forth in this application manual and the law, EV chargers and charging stations installed on or after January 1, 2024, must comply with recordkeeping and reporting standards which CEC is currently in the process of developing. As background, AB 2061 (Ting, Chapter 345, Statutes of 2022) and Cal. Pub. Resources Code sect. 25231.5 require the CEC, in consultation with the CPUC, to develop recordkeeping and reporting standards for EV chargers and charging stations. CEC is working to develop regulations in compliance with AB 2061. Other requirements, including but not limited to uptime and operation and maintenance requirements, may also be adopted by regulation. Once these regulations are finalized, chargers which are installed on or after January 1, 2024, including chargers installed under agreements resulting from this solicitation, will need to comply with the new regulations. Applicants to this solicitation must be prepared to comply with any new or updated regulations, even if the regulations are not in existence at the time of application to this solicitation.”

**Q17. Criterion 2 on page 43 includes the bullet: “The project includes tenant protections…”. In this context what are the tenants to be protected from?**

A17. Section III.D.2.b.8., “Project Location and Benefits” states, “Describe tenant protections for participating rental properties. Such protections may include but would not be limited to requiring the consent of tenants impacted by the work, tenant education provided by community-based organizations, protections against short-term and long-term displacement, and/or limits on increases in rent after the upgrade” (page 28, Solicitation Manual).

**Q18. Section B 11 (page 16) sets out data collection and analysis requirements, but these are not listed as eligible project costs in section B 12. Is the data collection and analysis an allowable cost or not?**

A18. Data collection and analysis is an allowable cost. As clarified in the addended Solicitation Manual, “Costs incurred for the following are eligible for CEC reimbursement or as the Applicant’s match share:

…

* Data collection and analysis”

(Section II.B.12., “Eligible Project Costs,” page 17, Solicitation Manual).

Note that “The Budget must reflect estimates for actual costs to be incurred during the approved term of the agreement. CEC can only approve and reimburse for actual costs that are properly documented in accordance with the grant agreement terms and conditions (Section III.D.5.2.b. “Project Budget,” page 32, Solicitation Manual).

**Q19. The Scope of Work Template on page 13 says: “The Recipient shall collect and retain records for each charger installed and operated as part of this agreement.” Does this mean that the collection of data can end with the completion of the agreement?**

**The Scope of Work Template page 13 says: ”The Recipient shall retain records for each charger for nine years from the date the charger begins operation.” Does this mean that, after the completion of the agreement, the recipient can stop collecting data but must retain it?**

A19. According to Section II.B.9., “Operation, Maintenance, and Uptime,” Recipients are “required to operate, keep records of, maintain, and report on chargers as specified in the Scope of Work Template (Attachment 1). Chargers installed through this solicitation must be operational for a minimum of six years after initial installation” (page 16, Solicitation Manual).

As clarified in the addended Scope of Work Template (Attachment 1), “The Recipient shall collect records for each charger installed and operated as part of this agreement for six years after the chargers begin operation” (page 14 Scope of Work Template (Attachment 1)).

***Project Requirements - Chargers***

### Q20. Can you elaborate on what is a networked versus non-networked charger? Would a charger be considered non-networked if it does not support OCPP?

A20. As stated in Section II.B.5., “For the purposes of this solicitation, a networked charger is defined as a charger that has:

* “Network connectivity with one of the following:
  + IEEE 802.11n for high-bandwidth wireless networking, or
  + IEEE 802.3 for Ethernet for local- or wide-area network applications, or
  + Cellular network of 4G or newer
* “The ability to receive remote software updates, real-time protocol translation, encryption, and decryption, including:
  + Internet Protocol (IP)-based processor which must support multiple protocols, and
  + Compliance with Transmission Control Protocol (TCP)/IP and IPv6.
* “The ability to connect to a network’s back-end software.”

Any charger that is not a networked charger is a non-networked charger.

As clarified in the addended Solicitation Manual, “Networked EVSE installed prior to January 1, 2024, shall support Open Charge Point Protocol (OCPP) 1.6 or newer. EVSE installed after January 1, 2024, shall be certified for OCPP 1.6 or newer by the Open Charge Alliance (Core and Safety certificates), or have OCPP 2.0.1 certification proof of payment, or have an OCPP 2.0.1 test tool report showing compliance for Core and Security” (page 14).

**Q21. The solicitation mentions the definition of a networked charger for this program but does not mention a non-networked charger? Although the solicitation mentions networked chargers, it does not state this is a requirement. Can you clarify that non-networked chargers are eligible for grant funding?**

A21. Any charger that is not a networked charger is a non-networked charger. Non-networked chargers are eligible for funding under REACH 2.0.

**Q22. We have seen other solicitations allow applicants to apply without a OCPP certification as long as they are in the process of obtaining certification. Will awards be given if OCPP certification is still pending with a timeframe to complete? Are technology solutions that do not have OCPP certification excluded from applying? OR would the CEC consider alternative eligibility if the solution can meet all reporting requirements outlined by the program?**

A22. As clarified in the addended Solicitation Manual, “Networked EVSE installed prior to January 1, 2024, shall support Open Charge Point Protocol (OCPP) 1.6 or newer. EVSE installed after January 1, 2024, shall be certified for OCPP 1.6 or newer by the Open Charge Alliance (Core and Safety certificates), or have OCPP 2.0.1 certification proof of payment, or have an OCPP 2.0.1 test tool report showing compliance for Core and Security.”” (Section II.B.5., “Charging Equipment,” pages 13-14, Solicitation Manual).

**Q23. What is the definition of charger? If a dual port charger is installed, does that count as one or two chargers? Under Section B. Project Requirements, it states, "Projects must install a minimum of 100 chargers (can include L1 or L2 chargers)." Are the minimum requirements 100 chargers or 100 ports per project?**

A23. As clarified in the addended Solicitation Manual, “projects must install a minimum of 100 charging ports (can include L1 or L2 chargers)” (Section II.B.2., “Project Size” Solicitation Manual, page 12).

As clarified in the addended Scope of Work Template (Attachment 1), a charging port is defined as “The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time” (Glossary Section, page 2).

**Q24. Under Section B. Project Requirements, it states, "For the purposes of this solicitation, a public or shared-private Level 2 charger can be assumed to serve up to three MFH residential units." Is the guidance that each public or shared-private Level 2 port can serve up to three MFH residential units? i.e., a public or shared-private dual port Level 2 charger would count as serving up to six MFH residential units?**

A24. As clarified in the addended Solicitation Manual, “for the purposes of this solicitation, serving a MFH residential unit means that at least one resident in the unit can access and use a charger with regular frequency to meet reasonable travel needs. For the purposes of this solicitation, a public or shared-private Level 2 charging port can be assumed to serve up to three MFH residential units in unassigned parking spaces or up to three assigned parking spaces if the equipment, including the cord, can reach and serve those assigned spaces” (Section II.B.2., “Project Size,” Solicitation Manual, page 12).

As clarified in the addended Scope of Work Template (Attachment 1), a charging port is defined as “The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time” (Glossary Section, page 2).

**Q25. If an Applicant plans to install dual-port Level 2 chargers, would the cost cap of $25,000 apply per Level 2 port? i.e., Would the cost cap for a dual-port Level 2 charger be $50,000?**

A25. Cost caps will be determined by charging ports. As clarified in the addended Scope of Work Template (Attachment 1), charging port is defined as “The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time” (Glossary Section, page 2).

As clarified in the addended Solicitation Manual (Section II.B.12., “Eligible Project Costs,” page 17-18):

“Level 1 Chargers: Projects may average no more than $6,250 in CEC funds per Level 1 charging port installed. This cost cap includes all CEC funded costs associated with installing a charging station.”

“Level 2 Chargers: Projects may average no more than $12,500 in CEC funds per charging port installed. This cost cap includes all CEC funded costs associated with installing a charging station” (Section II.B.1., “Project Size,” page 12).

***Project Requirements - Project Location***

**Q26. If a charging station is placed in an "at home parking space", does that only cover that unit? Or can it cover the 2 nearest units as well?**

A26. Section II.B.4., “Charger Locations and Accessibility and Safety,” (page 3, Solicitation Manual), states, “Examples of charger locations include:

* At-home charging at a parking space assigned for exclusive use by one unit in the proposed MFH property.
* At-home charging at unassigned parking spaces of the proposed MFH property that are shared by more than one unit, all residents, residents and guests, or any combination.”

As clarified in the addended Solicitation Manual, “For the purposes of this solicitation, serving a MFH residential unit means that at least one resident in the unit can access and use a charger with regular frequency to meet reasonable travel needs. For the purposes of this solicitation, a public or shared-private Level 2 charging port can be assumed to serve up to three MFH residential units in unassigned parking spaces or up to three assigned parking spaces if the equipment, including the cord, can reach and serve those assigned spaces” (Section II.B.2., “Project Size,” page 12).

**Q27. Under Section 2 B. Eligible Projects, would a parking area that has a paywall (paid parking requirement), but free for MFH residents, be an eligible site for near-home parking areas? It is noted that, “Near-home refers to any parking areas within ¼ miles of a MFH property that do not meet the definition for onsite, including any parking areas immediately adjacent to the MFH property that maintain a separate address and utility service.”**

A27. Yes. See Section II.B.4., “Charger Locations and Accessibility and Safety,” (page 13, Solicitation Manual) and Section II.B.5., “Charging Equipment” (pages 13–14, Solicitation Manual) for requirements for public chargers. Also note, the evaluation criteria “the cost to charge will be minimized and reasonable for the residents of identified MFH” (Section IV.E.1., “Project Implementation,” page 43, Solicitation Manual).

**Q28. Does the program allow for new construction to be considered? How far along does a project need to be to be considered existing construction versus new construction?**

A28. “All deployments must be at existing structures or facilities and involve negligible or no expansion of existing or former use” (Section II.B.1., “Eligible Projects,” page 11, Solicitation Manual). New construction sites are not eligible. Project sites must be located at existing facilities as that is interpreted under CEQA. For purposes of eligibility under this solicitation, partially-built structures or facilities (at the time of application) are not considered “existing.” See Attachment 6 (California Environmental Quality Act (CEQA) Worksheet) and Section III.D.9. “CEQA Worksheet (Attachment 6)” on pages 33–35 of the Solicitation Manual for more information.

**Q29. How specific does the Scope of Work need to be? Let’s say you have multiple properties, and you don’t know exactly how many chargers would fit best into each property, but you have a rough estimate. For the scope of work, how exact does that need to be? To what extent do permits and site plans need to be complete in order for an application to be successful? For example, if we identify partners and contractors and have letters of support, and we also have plans for how many chargers are on each site and where they will be located, is this sufficient? Do we need blueprints, for example, for each site? I am trying to get a sense of how detailed each site plan must be so I can communicate it with our partners.**

A29. As stated in Solicitation Manual Section III.D.3., “Scope of Work (Attachment 1),” “Applicants must present a comprehensive and credible Scope of Work which includes (presented in a logical manner) comprehensive and sequential tasks, products resulting from the individual tasks, and how the tasks are related to or are dependent on each other.”

Additional information can be found in the Scope of Work Instructions (Attachment 2).

Applicants are asked to “Describe the state of project readiness. For example, explain if site availability and control is established for any properties. Describe any preliminary site analysis and design and the level of completion. If specific MFHs are not yet identified, explain the methodology and plan for identifying and selecting the appropriate sites for EV charger installation” (Section III.D.2.c., page 28). Solicitation Manual Section IV.E. lists evaluation criteria, including IV.E.3., “Project readiness.”

***Other***

**Q30. If we have units in excess of 300, should we make a second application or should we have one larger application.**

A30. As clarified in Section I.G., “Minimum and Maximum Award Amounts” of the addended Solicitation Manual (pages 3-4), projects must install a minimum of 100 charging ports and serve at least 100 MFH units to be eligible. Eligible projects should meet these minimum requirements and can propose projects with costs up to the $5 million maximum award amount. As stated in Section I.H., “Maximum Number of Applications,” of the Solicitation Manual (page 4), “applicants may submit up to two applications under this solicitation: up to one application per Project Area as specified in Section II.7. Each proposed project must be separate and distinct and adhere to all requirements contained in this solicitation.”

**Q31. Have DC fast chargers been excluded from this round?**

A31. Yes. “Applications may include Level 1, Level 2, or mobile or moveable (not grid connected) chargers. Specific requirements for charging equipment are listed in Section II.B.5” (Section II.B.1., “Eligible Projects," page 11, Solicitation Manual).

**Q32. Can you speak to the differences between REACH (GFO-21-603) and REACH 2.0 (GFO-22-614)?**

A32. The requirements for REACH 2.0 are contained in the solicitation documents which can be viewed on the CEC’s website here: <https://www.energy.ca.gov/solicitations/2023-04/gfo-22-614-reliable-equitable-and-accessible-charging-multi-family-housing-20>.

**Q33. If the total funding is $20 million and the project cap is $5 million and one application only per region, how can an Applicant be awarded more than 50% of the total funding?**

A33. According to Section I.I., “Single Applicant Cap,” (page 4, Solicitation Manual), “Applicants submitting multiple applications are eligible for no more than 50 percent of the total funding in this solicitation.”

Please note that “a total of $20,000,000 is available for awards under this solicitation. CEC, at its sole discretion, reserves the right to increase or decrease the amount of funds available under this solicitation” (Section I.F., “Availability of Funds,” page 3, Solicitation Manual).

**Q34. Many of the Evaluation Criteria include lists of bullet points but have a single value for a given section. Does this indicate that all the bullets have equal weight?**

A34. No. A score is given for each criterion in its entirety. See Section IV.D., “Scoring Scale” for more information on scoring percentages (pages 39–41, Solicitation Manual).

**Q35. Does the CEC give out better scores for using 11.5kW chargers than 7.2kW chargers?**

A35. No. Staff will use the “Evaluation Process and Criteria” in Solicitation Manual Section IV. (pages 37–45) to evaluate applications.

**Q36. Page 32 section 7 says equipment “will require disposition” at the end of the project. Elsewhere the Scope of Work requires the EVSE to remain operational for 6 years, so the intent is clearly for the EVSE to remain on the site after the completion of the agreement. Who will retain title to the equipment at the end of the agreement? Will title transfer to the owner of the building?**

A36. According to the Clean Transportation Program Terms and Conditions,

“Title to equipment acquired by the Recipient with grant funds shall vest in the Recipient. The Recipient shall use the equipment in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by grant funds, and the Recipient shall not encumber the property without CAM approval. When no longer needed for the original project or program, the Recipient shall contact the CAM for disposition instructions.” The CAM is the Commission Agreement Manager.

See Section 12 of Exhibit C, Clean Transportation Terms and Conditions (page 9) for more information: <https://www.energy.ca.gov/media/5863>.

**Q37. Are previously successful applications eligible for review?**

A37. Yes. Once a Notice of Proposed Awards (NOPA) is published, applications become publicly accessible. To gain access, submit a public records request here: <https://www.energy.ca.gov/contact/public-records-act-requests>.